



## Salone Del Mobile 2016 Highlights

Luxury Resort  
Ritz Carlton Hungary

Lead Story  
Landscape Architecture

# THE MAKEOVER

I M Kadri Architects suggest a public and environment friendly space planning for the Nepean Sea Road under the NSRCF Vision 2020



In a joint initiative with Nepean Sea Road Citizen Forum (NSRCF), I M Kadri Architects has come up with a plan for a greener, cleaner, spacious and public friendly Nepean Sea Road. The real urban concerns identified through onsite observation and study is resolved through analytical design interventions.

Some of the key issues were:

- Underutilised footpath due to discontinuity
- Physical hindrance on footpath leading to insufficient width
- Undefined pedestrian crossing
- Inefficient bus stops and bus shelters to be given a makeover

- Inadequate street furniture like benches and trash receptacles.
- Vendor encroachment on footpath.

## Objectives

- To ensure easy movement of pedestrians by giving footpath connectivity, pedestrian crossing and adding green gate
- To have smooth flow of traffic by adding bus lay by
- To provide amenities by relocating hawkers, landscaping of underutilised open space and by adding street furniture, trash bins, public toilets and signages.

### Easy movement of pedestrians : Through the use of bulbouts : At F-30

The diagram shows two cross-sections of a street at F-30. The left section, labeled 'Existing Plan', shows a narrow footpath between a large tree and the road, with a red circle highlighting the tree. The right section, labeled 'Proposed Plan', shows the addition of a bulbout (an extra-wide sidewalk) to the left of the tree, creating a wider walking area. Below the diagrams are two photographs: the top one shows a paved walkway with trees and a bench, and the bottom one shows a walkway with a large tree and a bulbout.

**Existing Plan**

**Proposed Plan**

**Existing Section**

**Proposed Section**

**SALIENT FEATURE**

**Existing** - Tree coming right across the walkable area, acting as a hindrance for the movement of users.

**Proposed** - Making the footpath more pedestrian oriented by providing the bulbouts.

### Easy movement of pedestrians : Through the use of kerb ramps : At F-2

The diagram shows two cross-sections of a street at F-2. The left section, labeled 'Existing Plan', shows a property entrance with a vertical drop-off from the sidewalk to the road, indicated by a red circle. The right section, labeled 'Proposed Plan', shows the addition of a kerb ramp to connect the sidewalk to the road, indicated by a red arrow. Below the diagrams are two photographs: the top one shows a property entrance with a vertical drop-off, and the bottom one shows a property entrance with a smooth, sloped kerb ramp.

**Existing Plan**

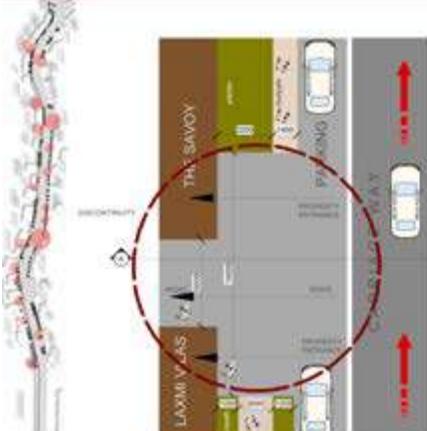
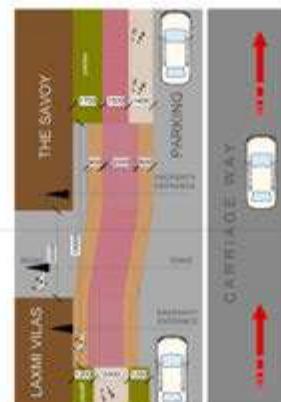
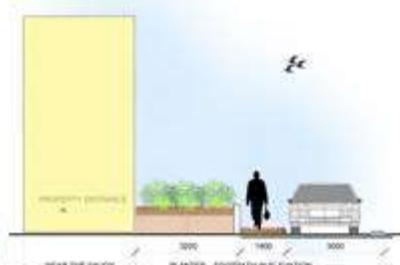
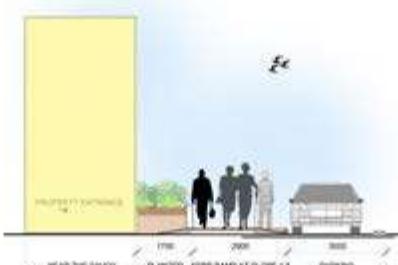
**Proposed Plan**

**Existing Section**

**Proposed Section**

**Existing** - Discontinuity at the junction, near the property entrance; water logging issues, hindrance in pedestrian movement.

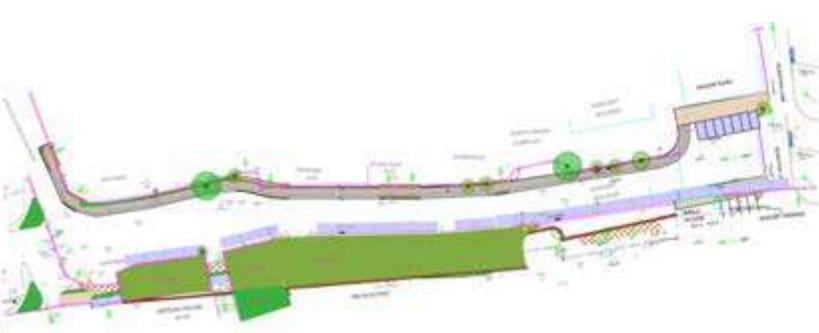
**Proposed** - Interlinking at junction through kerb ramps; encouraging pedestrian movement along with vehicle.

**Easy movement of pedestrians : Through the use of kerb ramps : At F-13**

**Existing Plan**

**Proposed Plan**

**Existing Section**

**Proposed Section**

**Existing** - Discontinuity at the junction, near the property entrance; water logging issues, hindrance in pedestrian movement.

**Proposed** - Interlinking at junction through kerb ramps, by compromising on the width of planters, giving way to pedestrian; encouraging pedestrian movement along with vehicles.

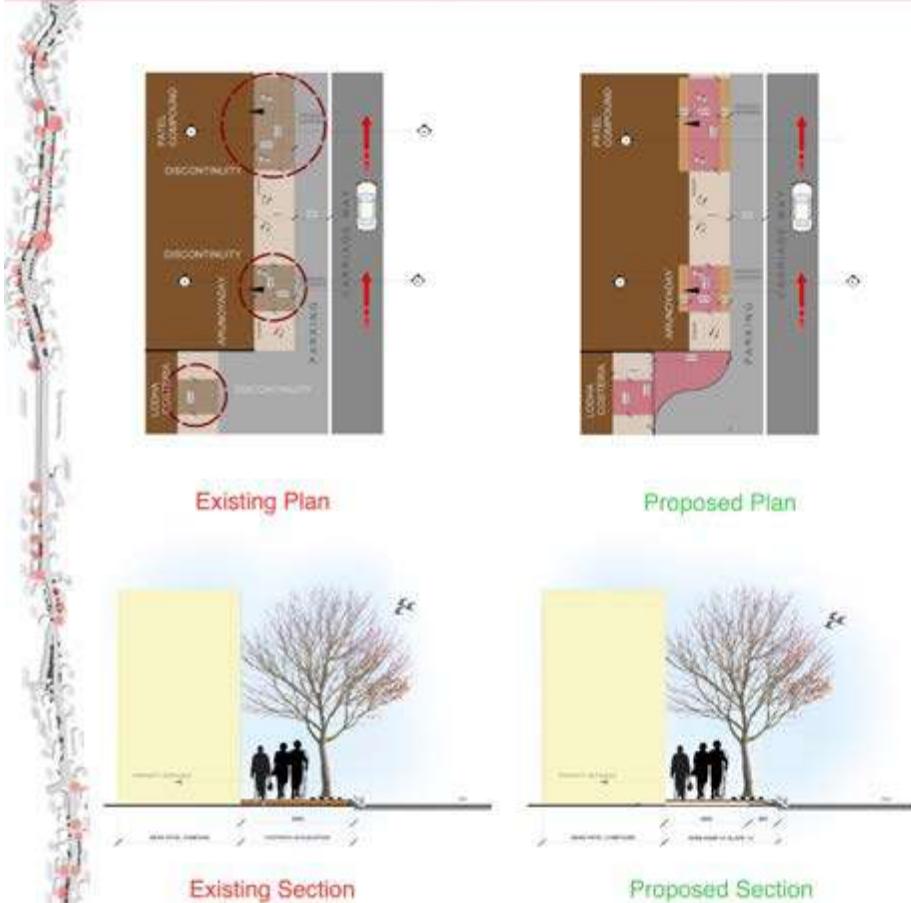
**Easy movement of pedestrians : Through the addition of footpath on one side**

**Existing Plan**

**Proposed Plan**


**Existing** - No footpath exists on both sides of the stretch causing encroachment, making hindrance for the pedestrians.

**Proposed** - Making the footpath from Shivneri to Sagar Kunj, on one side, making it more pedestrian oriented.

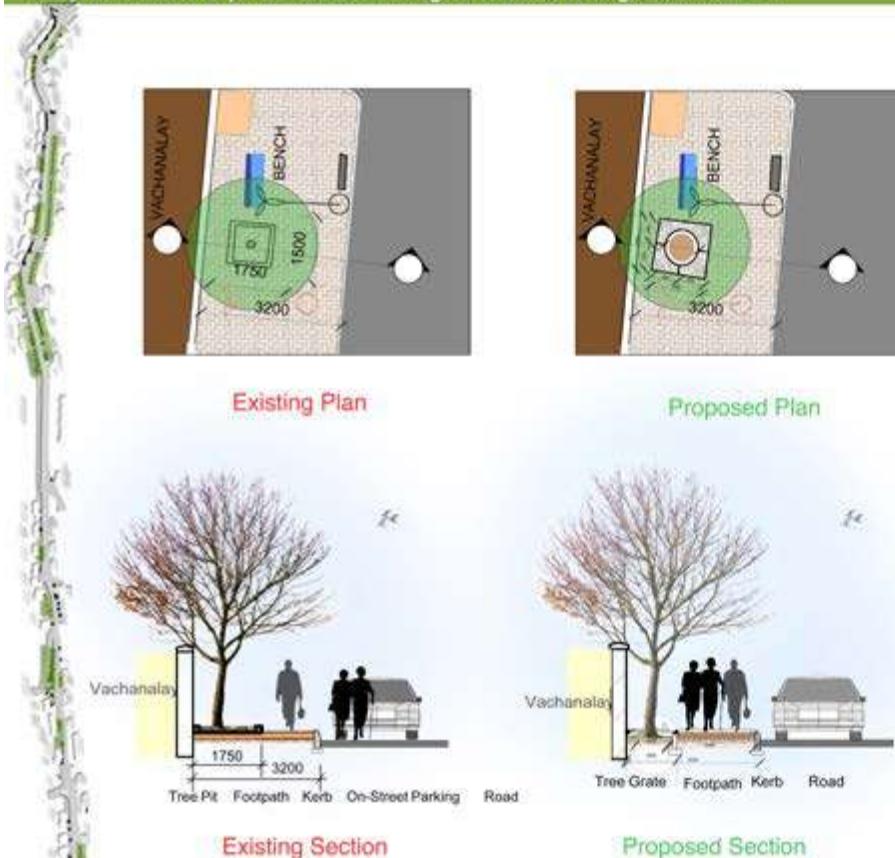
### Easy movement of pedestrians : Through the use of kerb ramps : At F-31



**Existing** - Tree coming right across the walkable area, acting as a hindrance for the movement of users.

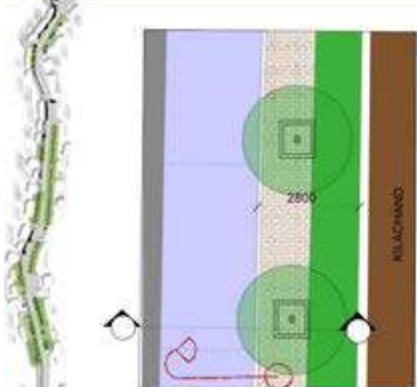
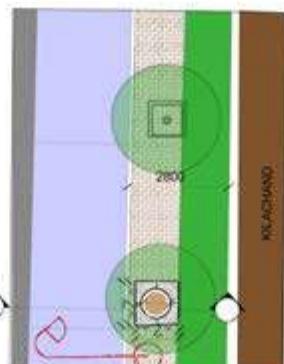
**Proposed** - Making the footpath more pedestrian oriented by providing bulbouts.

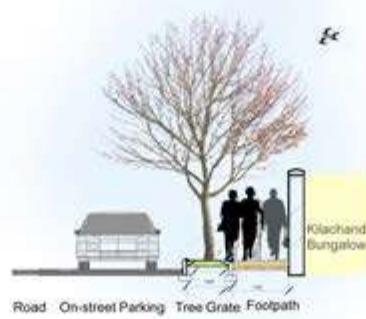
### Easy movement of pedestrians : Through the use of tree grates : At T-16



**Existing** - The existing tree pit covers more than half the width of the footpath, creating problem for the pedestrians; a bench or stall inappropriately placed at these narrow footpath also hampers the pedestrian traffic.

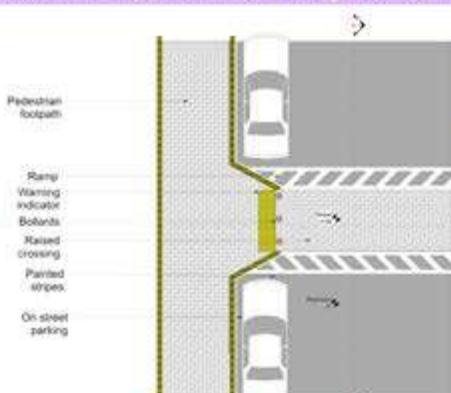
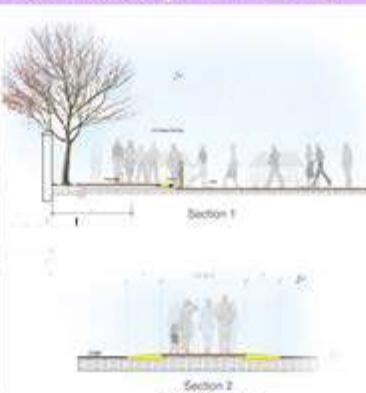
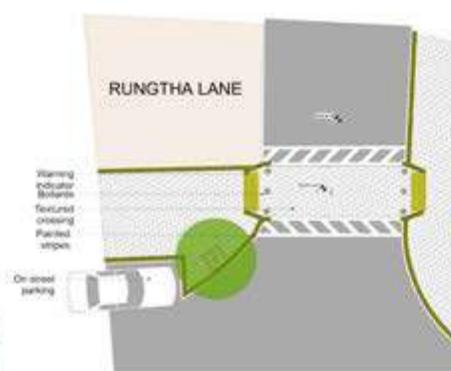
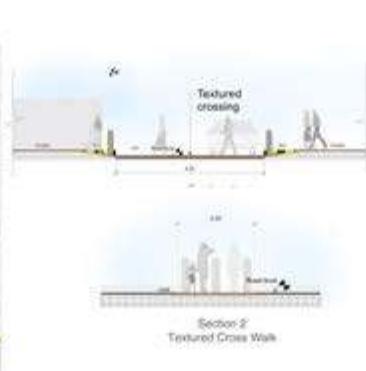
**Proposed** - The provision of tree grate not only helps to conserve the tree soil but also gives the extra space for pedestrian to walk over it making pedestrian movement easier.

**Easy movement of pedestrians : Through the use of tree grates : At T-15**

**Existing Plan**

**Proposed Plan**

**Existing Section**

**Proposed Section**

**Existing** - The existing tree pit covers more than half the width of the footpath, creating problem for the pedestrians; a bench or stall inappropriately placed at these narrow footpath also hampers the pedestrian traffic.

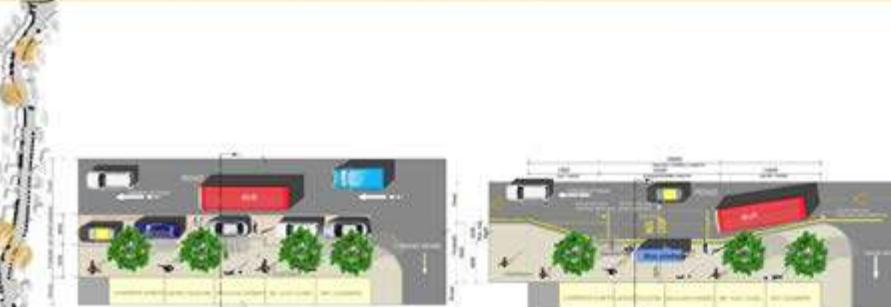
**Proposed** - The provision of tree grate not only helps to conserve the tree soil but also gives the extra space for pedestrian to walk over it making pedestrian movement easier.

**Easy movement of pedestrians: Through use of pedestrian crossings : At P-1 & P-8**

**Proposed Plan**

**Proposed Section**

**Proposed Plan**

**Proposed Section**


**Existing** - No pedestrian crossing present for easy flow of pedestrian traffic.

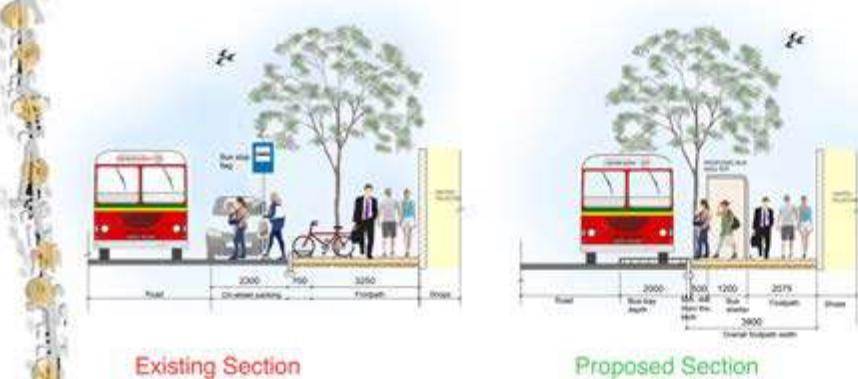
**Proposed** - Use of textured and raised cross walks, depending on location, for easy flow of pedestrian traffic.

#### Smooth flow of traffic : Through the use of lay-by - At B-1



Existing Plan

Proposed Plan



Existing Section

Proposed Section



**Existing** - No defined bus stop zone; bus stops in a carriage way because of vehicles parked in the bus stop zone. The stationary bus, in turn, causes obstruction to other traffic.

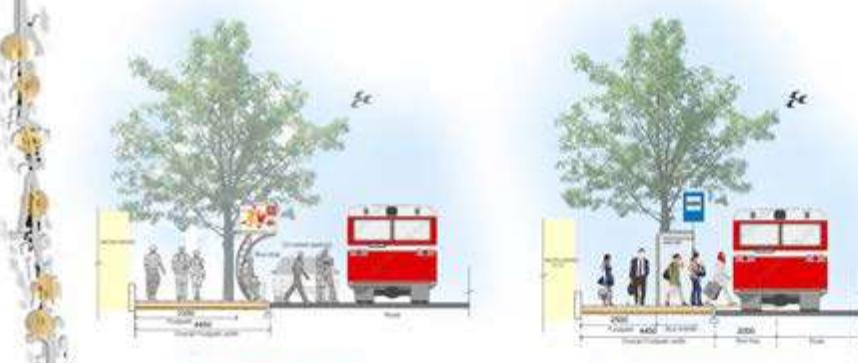
**Proposed** - By providing the bus bay the issue caused due to parked vehicle in the bus stop zone is eliminated, thus ensuring a hindrance free bus movement.

#### Smooth flow of traffic : Through the use of lay-by - At B-4



Existing Plan

Proposed Plan



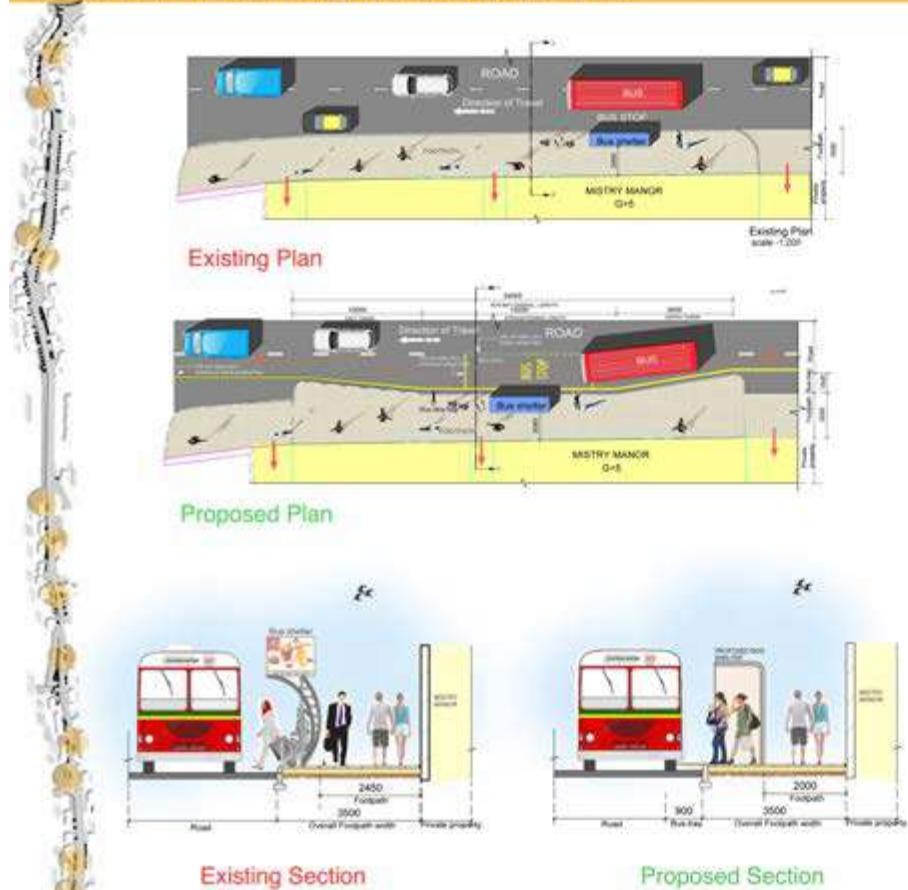
Existing Section

Proposed Section



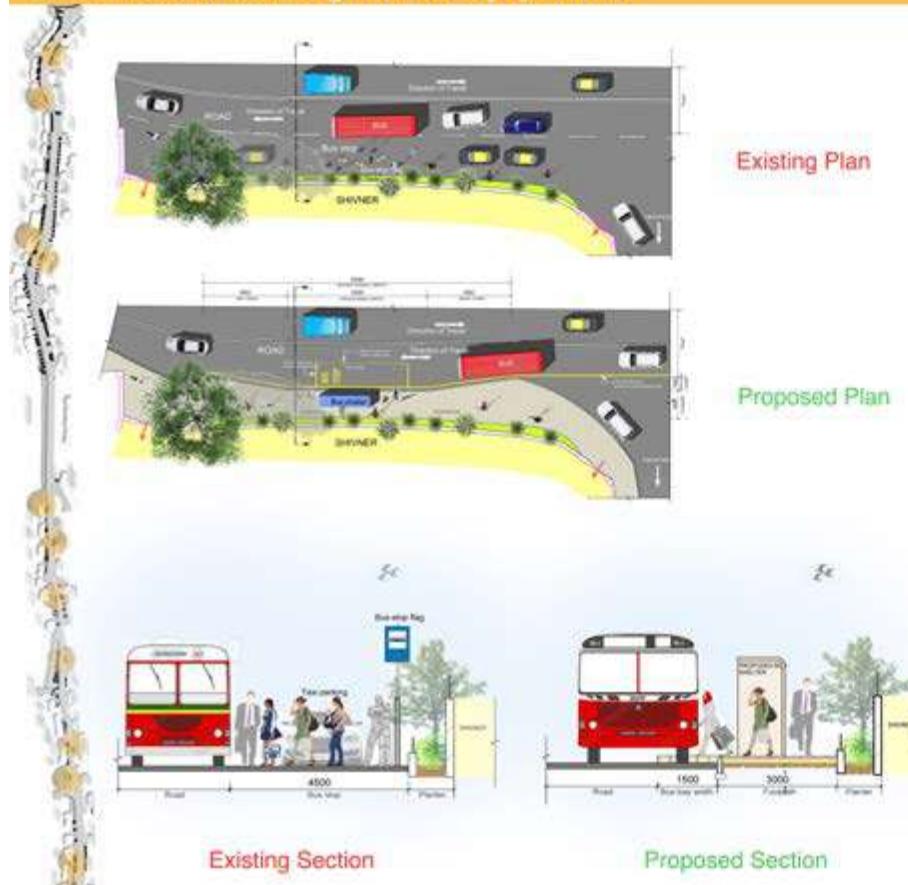
**Existing** - No defined bus stop zone; bus stops in a carriage way because of vehicles parked in the bus stop zone. The stationary bus, in turn, causes obstruction to other traffic.

**Proposed** - By providing the bus bay, the issue caused due to parked vehicle in the bus stop zone is eliminated, thus ensuring a hindrance free bus movement.

**Smooth flow of traffic : Through the use of lay-by - Al B-5**

**SALIENT FEATURE**

**Existing** - No defined bus stop zone; bus stops in a carriage way because of vehicles parked in the bus stop zone. The stationary bus, in turn, causes obstruction to other traffic.

**Proposed** - Defined bus stop zone; by providing the bus bay (bus bay-by), the issue caused due to parked vehicle in the bus stop zone is eliminated, thus ensuring a hindrance free bus movement.

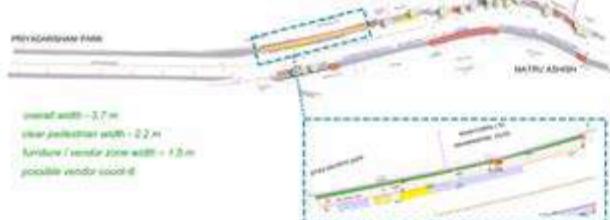
**Smooth flow of traffic: Through the use of lay-by - Al B-10**

**SALIENT FEATURE**

**Existing** - No defined bus stop zone; bus stops in a carriage way because of vehicles parked in the bus stop zone. The stationary bus, in turn, causes obstruction to other traffic.

**Proposed** - Defined bus stop zone; by providing the bus bay (bus bay-by), the issue caused due to parked vehicle in the bus stop zone is eliminated, thus ensuring a hindrance free bus movement.

## Providing amenities : Through relocation of vendors

### Street vendor potential zone 1 : NEAR PRIYADARSHINI PARK



EXISTING SCENARIO

### Street vendor potential zone 1 : NEAR DENA BANK



IDENTIFIED VENDOR ZONES

S.I No	Vendor Zones	No's
1.	PDP	8
2.	Dena Bank	9
3.	Matru Ashish	8
4.	Mont Blanc	3
5.	Radymony House	2
6.	Shahanaz	5
Total		35



We recommend mobile carts over stationary kiosks.

#### EXISTING

- Footpath- vendors blocking the free pedestrian movement.

#### PROPOSED

- These vendors should be relocated to the listed vendor zones.

#### SALIENT FEATURE

**Existing** - Vendors blocking the free pedestrian movements.

**Proposed** - The vendors should be relocated to listed vendor zones.



## Providing amenities : Through landscaping of the footpath garden



Demolish the existing compound wall and open up the green space with public access.

Add 2mt. wide footpath which forms a buffer between road and green space.

Preserve existing large trees.

Proposed Layer 1

Proposed Layer 2

Proposed Layer 3

Enhance existing landscape.

Develop children's play area.

Develop space for old age group.

Enhance existing water fountain.

Proposed Plan Stages

#### Existing Plan



EXISTING SCENARIO

#### SALIENT FEATURE

**Existing** - The plot in front of RBI remains unutilised.

**Proposed** - Developing the area through proper landscaping, by addition of children's play area, space for old age group and enhancing existing landscape.